

REGIONAL COUNCIL

AGENDA

	PAGE #	ACTIONS
1.0 <u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u>		Councilmember Hal Bernson, President
2.0 <u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Exec. Assistant prior to speaking. Comments will limited be to three minutes. The President may limit the total time for all comments to twenty minutes.		
2.1 <u>PRESENTATION OF 2002 DON HAGMAN AWARD TO DAVID ABEL</u>		
2.2 <u>ANNOUNCEMENT OF CHAIR & VICE CHAIRS</u>		
3.0 <u>CONSENT CALENDAR</u>		
3.1 <u>Approval Items</u>		
3.1.1 <u>Approval of May 2, 2002 Minutes Attachment</u>	01	
3.1.2 <u>Contracts Attachment</u> <u>New Contracts</u>	11	
• SK Metro	13	
• Jack Faucett Associates	15	
• Meyer Mohaddes Associates, Inc.	17	
3.1.3 <u>Authorization of Subcommittee and Task Forces for FY 2002-2003 Attachment</u>	19	
Recommended Action: Approve		
3.1.4 <u>SCAG sponsoring the 2002 Western IPG Conference Attachment</u>	26	
Recommended Action: Approve \$5,000 SCAG contribution.		

REGIONAL COUNCIL

AGENDA

	PAGE #	ACTIONS
<u>Approval Items Consent Calendar – Cont’d</u>		
3.1.5 <u>Sponsorship of California Legacy Project Regional Diversity Workshop Attachment</u>	28	
Recommended Action: Approve \$1,000 from planning funds.		
3.1.6 <u>Grant Application to Caltrans Division for Environmental Justice Attachment</u>	34	
Recommended Action: Approve grant application in the amount of \$300,000.		
3.2 <u>Receive & File</u>		
3.2.1 <u>SCAG Legislative Matrix 2001-2002 Session Attachment</u>	51	
3.2.2 <u>Contracts/Purchase Orders \$5,000 - \$25,000 (Info Only) Attachment</u>	59	
<ul style="list-style-type: none">• California State University Long Beach• The Center for Organization Effectiveness• Govplace• SAS Institute• Coalition of America’s Gateway & Transit Corridors		
3.2.3 <u>Conflict of Interest Listing (Info Only) Attachment</u>	61	
3.2.4 <u>Information on the 2002 Legislative Briefing Attachment</u>	63	
3.2.5 <u>Fee Service Work Attachment</u>	66	

REGIONAL COUNCIL

AGENDA

		PAGE #	ACTIONS
4.0	<u>ACTION ITEMS</u>		
4.1	<u>Administration Committee Report</u>		Chair
4.1.1	<u>Draft Fiscal Year 2002-2003 Budget</u> Mailed Separately		
	Recommended Action: Approve		
4.1.2	<u>Increase SCAG's Line of Credit</u> Attachment	68	
	Recommended Action: Approve increase of SCAG's line of credit to \$5 million		
4.1.3	<u>Proposed Work Plan for Web Enhancements</u> Attachment	79	
	Staff has prepared a proposed work plan for improving SCAG's Web site.		
	Recommended Action: Approve Work Plan only.		
4.1.4	<u>U.S. Mexico Trade Transportation & Economic Summit</u> Attachment	84	
	Recommended Action: Approve new proposal including Cabazon contribution and international travel.		
4.2	<u>Transportation & Communications Committee (TCC) Report</u>		Chair
4.2.1	<u>Status of MCAS El Toro</u> Attachment	89	
	An update will be give on the status of the disposition of property of the former MCAS El Toro by the Dept. of the Navy.		
	Recommended Action: Receive & File		

REGIONAL COUNCIL

AGENDA

		PAGE #	ACTIONS
<u>TCC – Report – Cont’d</u>			
4.2.2	<u>SB 1262 (Torlakson) Local Transportation Capitol Improvement Projects Attachment</u>	96	
	SB 1262 requires CTCs to use 5% of their allocated transportation improvement funds as fiscal incentives to local governments.		
	Recommended Action: Oppose		
4.2.3	<u>Maglev Task Force Committee Report Attachment</u>	106	
	The Maglev Task Force recommended not to select a initial Maglev line at this time.		
	Recommended Action: Approve		
4.3	<u>Energy & Environment Committee Report</u>		Chair
4.3.1	<u>SB 1619 (Romero) & SB 1523 (Sher) Solid Waste: Cathode Ray Tube Recycling Attachment</u>	110	
	Recommended Action: Support if Amended.		
4.3.2	<u>Resolution on Transboundary Air Pollution Attachment</u>	128	
	The resolution addresses air quality impacts of new power plants under construction in northern Mexico		
	Recommended Action: Approve Resolution #02-432-1		
4.3.3	<u>SCAG Resolution on Salton Sea Resolution #02-432-2 Attachment</u>	134	
	Recommended Action: Approve		

REGIONAL COUNCIL

AGENDA

			PAGE #	ACTIONS
4.4	<u>Communications Committee Report</u>	Councilmember Proo, Chair		
5.0	<u>INFORMATION ITEMS</u>			
5.1	<u>Monthly Financial Report Attachment</u> The CFO provides a report which reflects Financial status and cash flow, General Fund Expenditure status and, on a quarterly basis a report on membership dues.	Bert Becker Chief Financial Officer	165	
5.2	<u>Update on Caltrans Audit</u>	Bert Becker Chief Financial Officer		
5.3	<u>So. Calif Metro Area 2001 Certification Review Findings Attachment</u>		178	
6.0	<u>PRESIDENT'S REPORT</u>			
6.1	<u>Report on Best Practices Oversight Committee</u>			
6.2	<u>Rescheduling of July 2002 Meeting</u>			
6.3	<u>Appointments</u> <ul style="list-style-type: none">Hon. Bonnie Lowenthal, Long Beach, to TCCHon. Larry Nelson, Artesia, representing Gateway cities to EECHon. Mark Rutherford, Westlake Village representing Las Virgenes Malibu COGHon Sid Tyler, Pasadena, to Best Practices OversightHon. Richard Dixon, Lake Forest, to So. Calif Regional Rail Authority (SCRAA)			

REGIONAL COUNCIL

AGENDA

PAGE # ACTIONS

7.0 **EXECUTIVE DIRECTOR'S REPORT**

8.0 **COMMENT PERIOD**

Any Regional Council member or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.

9.0 **LEGAL COUNSEL REPORT**

9.1 **Closed Session**

- Pursuant to Government Code Section §54956.9(a) El Toro Reuse Planning Authority v. SCAG
- Pursuant to Government Code Section §54956.9(a) City of Moreno Valley et.al. v. SCAG & HCD
- Pursuant to Government Code Section §54956.9(a) SCAG v. HCD & BT&H

10.0 **ADJOURNMENT**

The next meeting scheduled for July will be determined at the June meeting.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Administration Committee Minutes
May 2, 2002

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ADMINISTRATION COMMITTEE. AUDIO CASSETTE TAPES OF THE MEETING ARE AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Administration Committee held its meeting at Lake Arrowhead Resort, 27984 Highway 189, Lake Arrowhead.

1.0 CALL TO ORDER

Mayor Pro Tem Bev Perry called the meeting to order at 9:00 a.m.

2.0 PUBLIC COMMENT PERIOD

No public comment.

3.0 CONSENT CALENDAR

The consent items were MOVED (Perry), SECONDED (Garcia) and UNANIMOUSLY APPROVED.

3.1 Approval Items

3.1.1 Minutes of the April 4, 2002 Meeting

3.1.2 Contracts & Purchase Orders

New Contracts

- Adler Public Affairs
- Pay for Performance Plan (TBD)

The Personnel Subcommittee is unanimously recommending CPS for the Pay for Performance Plan.

The item was MOVED (Mikels), SECONDED (Garcia) and UNANIMOUSLY APPROVED.

- Lockheed Martin Mission Systems

Subregional Contracts

- The Elliott Consulting Group, Inc.

3.2 Receive & File

3.2.1 SCAG Legislative Matrix 2001-2002 Session

3.2.2 Contracts/Purchase Orders \$5,000 & \$25,000

Contracts

- Fennessy & Associates
- Psomas & Associates

Purchase Orders

- Ametron Audio/Video, Inc.
- DRI-WEFA
- Govplace
- Yocum Business Furnishings

3.2.3 Conflict of Interest Listing

4.0 ACTION ITEMS

4.1 Administration Committee Report

4.1.1 Draft Fiscal Year 2002-2003 Budget

Ralph Levy presented this item.

Chair Bev Perry requested that for next year's budget, a day be set aside to hold a Budget Retreat in October or November to talk about 1) December Budget Amendment and 2) start planning for new fiscal year, discuss priorities, programs, etc.

Supervisor Jon Mikels raised concern that currently no model exists to fill the gap in the forecasting process and that money should be included in Work Element 4 – Planning Data for this purpose. He suggested this concern be referred to CEHD at its June meeting with a report on this year's needs assessment and how to address this gap. Chair Perry directed staff to address this concern.

4.1.2 Request to add item to the Agenda – LOCAL Coalition

The request was MOVED (Mikels), SECONDED (Garcia) and UNANIMOUSLY APPROVED.

The item was MOVED (Loveridge), SECONDED (Alexander) and UNANIMOUSLY APPROVED.

5.0 INFORMATION ITEMS

- 5.1 Presentation by Civic Resource Group Website Consultant
Gregory Curtin, PhD, Civic Resource Group, presented this item.

Chair Perry asked that at the next Administration Committee meeting, a detailed report be given as to what staff is recommending given what the consultant has briefed on today.

Councilmember Tyler asked that a clearer description of what we will be doing and providing be given at the next meeting.

Mayor Pro Tem Garcia would like to see what SCAG's current staffing level is for the Website, what is in place now, and what is being recommended.

- 5.2 Monthly Financial Report
Not reported.

- 5.3 Update on Caltrans Audit
Not reported.

- 5.4 Budget Funding Strategies
Covered under Item 4.1.1

6.0 COMMENT PERIOD

No comments presented.

7.0 ADJOURNMENT

Chair Perry adjourned the meeting at 10:00 a.m.

Bert Becker, Chief Financial Officer
Staff to the Administration Committee

Committee Members Present:

Mayor William Alexander	City of Rancho Cucamonga
Mayor Pro Tem Ron Bates	City of Los Alamitos
Councilmember Hal Bernson	City of Los Angeles
Councilmember Art Brown	City of Buena Park
Councilmember Richard Dixon	City of Lake Forest
Mayor Pro Tem Lee Ann Garcia	City of Grand Terrace
Mayor Dee Hardison	City of Torrance
Mayor Ron Loveridge	City of Riverside
Supervisor Jon Mikels	County of San Bernardino
Supervisor Judy Mikels	County of Ventura
Councilmember Bev Perry	City of Brea
Councilmember Bea Proo	City of Pico Rivera
Mayor Ron Roberts	City of Temecula
Councilmember Sidney Tyler	City of Pasadena
Councilmember Toni Young	Port of Hueneme

Committee Members Absent:

Councilmember Lawrence Kirkley	City of Inglewood
--------------------------------	-------------------

Staff Present:

Bert Becker	Chief Financial Officer
Helene Smookler	Legal Counsel
Ralph Levy	Manager, Budget & Grants
Michael P. Murphy	Lead Government Affairs Officer

Others Present:

Al Perdon	APA
Ed Jones	SCAG Liaison

REPORT

DATE: June 6, 2002

TO: Administration Committee
Regional Council

FROM: Barbara Dove, Government Affairs Analyst
(213) 236-1861, dove@scag.ca.gov

SUBJECT: Authorization of Subcommittees and Task Forces for FY 2002-2003

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Review and modify the authorization of subcommittees and task forces for FY 2002-2003.

BACKGROUND:

The Regional Council annually authorizes subcommittees and task forces to carry out the work of the organization and to guide staff in doing its work. These subcommittees and task forces are created to study specific projects or issues for the policy committees or the Regional Council.

There have been several changes to the matrix of subcommittees and task forces since last year. The Strategic Plan Task Force, the Personnel Committee, and the Best Practices Oversight Committee have been added to the matrix. The Membership and Communication Task Forces have merged.

FISCAL IMPACT:

The fiscal impact of supporting the various subcommittees and task forces is addressed in the FY 02-03 budget. Funds for staff support are included in the proposed FY 02-03 OWP, and funds for RC member stipends are included in the proposed FY 02-03 General Fund budget.

BD # 69453



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Matrix of Subcommittees and Task Forces
FY 2002 - 2003

Subcommittee/ Task Force	Goals / Objectives	Composition	Lead Staff	Meeting Information	Sunset Date or Lifetime
Alternative Dispute Resolution Advisory Committee <i>Chair: Hon. Richard Dixon</i>	Provide policy direction and oversight; guide the I-210 community-based mediation project; maintain and provide roster of mediators, as needed.	RC, ADR experts, Policy Committees	Helene Smookler (213-236-1816)	As Needed	Annual On-going
Audit Subcommittee <i>Chair: Hon. Sid Tyler</i>	Select external auditor, direct and receive annual audit.	RC	Bert Becker (213-236-1960)	Quarterly (as needed)	Annual
Aviation Technical Advisory Committee <i>Chair: Chris Kunze</i>	Provide technical support and input on aviation-related issues to SCAG Committees and Task Forces as appropriate.	Airport Managers	Ryan Hall (213-236-1987)	2 nd Thursday, 10:00 am	Annual On-going
Benchmarks Task Force <i>Chair: Hon. Ron Loveridge</i>	Provide guidance to the development of performance indicators and benchmarks for SCAG's RCP&G and State of the Region Report.	RC, Subregions, Outside Experts	Sylvia Patsaouras (213-236-1806)	As Needed	Annual Continuing
Best Practices Oversight Committee <i>Chair: Hon. Jon Mikels</i>	Provide guidance in implementing the Best Practices recommendations.	RC	Bert Becker (213 236-1960)	Last Wednesday 10:00 am	At discretion of RC
Communication Task Force <i>Chair: Hon. Bea Proo</i>	Provide policy direction to communications strategy, issues, and materials.	RC	Barbara Dove (213-236-1861)	As Needed	Annual On-going

Subcommittee/ Task Force	Goals / Objectives	Composition	Lead Staff	Meeting Information	Sunset Date or Lifetime
Contracts Committee <i>Chair: Hon. Pam O'Connor</i>	Initial review of contract and purchase orders prior to submitting to Administrative Committee and Regional Council for approval.	RC	Sam Mehta (213-236-1813)	As Needed	At discretion of RC
Data Task Force <i>Chair: Kevin Viera</i>	Provide data sharing and a forum for discussion of data standards.	Subregions and Outside Experts	Javier Minjares (213- 236-1893)	Quarterly	Annual On-going
Forecasting Technical Task Force <i>Chair: Dr. Bill Gayk</i>	Develop long range forecasts, develop and improve forecast models, and distribution issues. Coordinate regional/subregional forecasting effort.	Subregions and Experts in the Field	Steve Weiner (213-236-1888)	4 th Thursday 2:00pm	Annual On-going
Four Corners <i>Chair: Hon. Gwenn Norton-Perry</i>	Develop implementation plan for the recommended preferred strategy for 4 Corners area transportation problems and issues.	Four Subregions, Caltrans, CTCs	Janet Henderson (213-236-1928)	As Needed	Annual On-going
Goods Movement Advisory Committee <i>Chair: Hon. Art Brown</i>	Provide policy guidance in developing a more efficient goods movement system including improvements to the ports, trucking and rail systems, intermodal terminal access, and freight logistics	RC, CTA, Railroads, Airports, Ports, CTCs, Subregions, Caltrans, Cities, Auto Club, ACTA, Teamsters, CARB, AQMD, CHP, Environmental Groups	Mark Griffin (213-236-1906)	3 rd Wednesday 9:00-11:00am	Annual On-going
Growth Visioning Task Force <i>Chair: TBD</i>	Develop a process that assists local, subregional and regional officials in developing strategies to accommodate growth that results in a preferred regional growth scenario.	CEHD, EEC, TCC, Subregions	Mark Butala (213-236-1945)	Last Thursday 12 noon – 2:00 pm	Annual On-going

Subcommittee/ Task Force	Goals / Objectives	Composition	Lead Staff	Meeting Information	Sunset Date or Lifetime
Income Equity / Housing Affordability Task Force <i>Chair: Dowell Myers</i>	Seek consensus on housing and income distribution issues for future housing needs planning	12 members of CEHD (2 from each county) appointed by CEHD Chair	Jacob Lieb (213-236-1921)	3 rd Thursday, as needed	Sunset Summer 2002
Joint RC / RAC Task Force <i>Chair: Hon. Judy Mikels</i> DELETE ???	Improve communication between RC and RAC; define roles and responsibilities	RC, RAC	????????? (213-236-1)	As Needed	December 31, 2001 ?????
Long-Range Transportation Finance Task Force <i>Chair: Hon. Ron Bates</i>	Identify revenue sources; study alternative revenue sources; update financial plan of RTP.	TCC, CTCs, Subregions, Caltrans, ARB	Annie Nam (213-236-1827)	Monthly	Annual On-going
MagLev Task Force <i>Chair: Hon. Ron Bates</i>	Implement Intra-Regional Maglev system as defined in the 2001 RTP. Policy oversight for Maglev deployment studies.	Airports, Rail, DOT/FTA, CTCs, Caltrans, Elected, Subregions, HSR, Experts in Field	Barry Samsten (213-236-1918)	3 rd Thursday 10:30 am – 1:00 pm	Annual On-going
Modeling Task Force <i>Chair: Chaushie Chu</i>	Coordinate the Region's various modeling programs and provide a forum to share model-related information and new ideas.	Caltrans, ARB, Air Districts, EPA, CTCs, FTA, FHWA, Transit Operators	Mike Ainsworth (909-784-1513)	4 th Wednesday (every other month) 9:30-11:30am	On-going
NAFTA Subcommittee <i>Chair: Hon. Greg Pettis</i>	Strengthen the SCAG region's government, business, and trade ties with Mexico and Canada. Develop interstate and cross-border support for the Southwest Compact. Subcommittee reports to the RC.	RC, Economic Development, Trade, and Business	Bruce DeVine (213-236-1903)	Wednesday before RC 10:00am	Annual On-going

Subcommittee/ Task Force	Goals / Objectives	Composition	Lead Staff	Meeting Information	Sunset Date or Lifetime
Personnel Committee <i>Chair: Hon. Judy Mikels</i>	Provide guidance in implementing personnel and human resources policies.	Administration Committee Members	Helene Smookler (213-236-1816)	Quarterly	At discretion of RC
Regional/Subregional Relations Task Force <i>Chair: Hon. Bev Perry</i>	Improve communication between SCAG and subregions; define roles and responsibilities.	Subregional elected officials and staff	Ralph Levy (213-236-1824)	As Needed	
Regional Transit Task Force <i>Chair: Ron Kilcoyne</i>	Develop performance standards; identify potential future transit corridors, and define re-deployment/restructuring strategy.	Transit Operators, CTCs, Private Providers	Michelle Glickert (213-236-1881)	3 rd Tuesday Monthly 11:00am	Annual On-going
Regional Transportation Demand Management Task Force <i>Chair: Hon. Lee Ann Garcia</i>	Facilitate discussion and interaction on traditional and non-traditional TDM issues	Members, Transit operators, CTCs, Caltrans, Federal funding agencies	Al Bowser (213-236-1843)	Monthly	Annual
Regionally Significant Transportation Investment Study Peer Review Group <i>Chair: Al Bowser</i>	Conducts peer agency review and issues Letters of Completion for major transportation investment studies.	Technical staffs of stakeholder and resource agencies	Al Bowser (213) 236-1843	3 rd Thursday (every other month) 10:00 am	Annual On-going
Route 710 Task Force <i>Chair: Hon. Paul Talbot</i>	Implement Route 710 between I-210 And I-10.	RC	Sara Rubalcava (213-236-1860)	TBD	Annual
RTP Technical Advisory Committee <i>Chair: Ty Schuiling</i>	Technical refinement to issue areas: O&M, arterials, performance indicators, air quality, technical capabilities, and equity.	Subregions, CTCs, Caltrans, AQMD, Transit Operators	Naresh Amatya (213-236-1885)	2 nd Tuesday 10:00 am	Annual On-going

Subcommittee/ Task Force	Goals / Objectives	Composition	Lead Staff	Meeting Information	Sunset Date or Lifetime
Strategic Plan Task Force <i>Chair: Hon. Judy Mikels</i>	Develop a strategic plan that will establish a new framework for SCAG's structure, operation, and how the region will develop planning and governing strategies.	RC	Valerie Gibson (213-236-1879)	As Needed	At discretion of RC
Solid Waste Task Force <i>Chair: Hon. Toni Young</i>	Work to improve state's municipal solid waste management system via legislation; share information on waste management technology.	Elected Officials, stakeholder agencies	Nancy Pfeffer (213-236-1869)	2 nd Thursday (every other month) 10:00 am – 12 noon	Annual On-going
Transportation Conformity Working Group <i>Chair: Brad McAllester</i>	Interagency consultation on surface transportation and air quality conformity, in compliance with federal and state requirements	FHWA, FTA, EPA, Caltrans, ARB, local transportation, air and transit agencies, private sector	Charles Keynejad (213-236-1915)	2 nd Friday 10:00 am	Annual Continuing
Water Policy Task Force <i>Chair: Hon. Dennis Washburn</i>	Ongoing analysis of water resource and quality issues/ policies as they relate to SCAG.	EEC, Water Agencies, Local Government, Regulatory, Business	Dan Griset (213-236-1895)	2 nd Thursday (every other month) 10:00 am – 12 noon	Annual On-going

REPORT

DATE: May 17, 2002

TO: Administration Committee
Regional Council

FROM: Bernice Villanueva, Associate Regional Planner
Planning & Analysis
213- 236-1892; Villanue@scag.ca.gov

SUBJECT: WESTERN UNITED STATES INTERMODAL PLANNING GROUP (IPG)
ANNUAL CONFERENCE

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve SCAG sponsoring this year's Western United States Intermodal Planning Group (IPG) Conference in early Fall, 2002.

SUMMARY:

SCAG has been asked by the Federal Highway Administration to sponsor this year's Western United States IPG Conference. The IPG Conference is held annually and sponsored by various MPOs on a rotation basis. Attendees of this conference include State DOTs, federal agencies, metropolitan planning organizations, local officials, transit operators and other special interest groups. The IPG Conference is intended to provide a forum for these agencies to discuss various planning issues, as well as provide an opportunity to exchange ideas and resolve problems and concerns. It also provides a forum for planning professionals to come to the table and discuss planning issues.

FISCAL IMPACT:

The funds necessary for SCAG's \$5,000 contribution is budgeted in FY 02-03 (Work Element 03-010 Regional Transportation Plan).

REPORT

DATE: June 6, 2002

TO: Administration Committee
Regional Council

FROM: Helene V. Smookler, Chief Counsel, 213-236-1816;
Email: smookler@scag.ca.gov

SUBJECT: Conflict of Interest Listing

RECOMMENDED ACTION: Information Only

Listing of all agenda items involving consultants or other groups to all members to determine whether they have conflicts

Item

3.1.2

- SK Metro
- Jack Faucett Associates
- Meyer Mohaddes Associates, Inc.
 - Subs: -The Tioga Group
 - PBQ & D
 - Counts Unlimited

3.1.5

- California Legacy Project

3.2.2

- California State University Long Beach
- The Center for Organization Effectiveness
- Govplace
- SAS Institute
- Coalition for America's Gateway & Transit Corridors

4.1.2

- United California Bank



REPORT

DATE: May 22, 2002

TO: Administration Committee
Regional Council

FROM: Jim Sims, Director, Information Services, (213) 236-1980
Email: sims@scag.ca.gov

SUBJECT: Fee Service Work

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION: **Receive and File**

BACKGROUND:

In accordance with the Fee Service Policies and Procedures adopted by the Regional Council in February 2001, we are providing the following information on a Fee Service Project that exceeds \$5,000.

GIS/Trans, Ltd has requested Fee Service assistance from the Southern California Association of Governments. The nature of the work is ongoing support of Transtar, transit itinerary software, in the nine county Bay Area for the Metropolitan Transportation Commission. This work is an amendment to an existing contract between SCAG and GIS/Trans, which was originally executed on July 8, 1998. An additional benefit from this contract is GIS/Trans provides improvements to the Transtar software at no charge to SCAG. This allows us to improve our system performance without the need for hiring additional staff.

The work will not have any material impact on SCAG's OWP work nor will it require the hiring of additional staff. The work will be completed by June 30, 2003.

Fiscal Impact:

MTC will pay SCAG the sum of \$31,403 to provide consultant services. SCAG will be paid on a time and material basis for this project. There is not financial risk to SCAG.



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

REPORT

DATE: June 6, 2002

TO: Administration Committee/Regional Council

FROM: Bert Becker, Chief Financial Officer
(213) 236-1993, becker@scag.ca.gov

SUBJECT: APPROVAL OF INCREASE TO SCAG'S LINE OF CREDIT

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Adopt a resolution to approve an increase to our existing line of credit (LOC) with United California Bank (Bank) to \$5.0 million, and authorize the Executive Director to execute all documents needed to implement this approval.

BACKGROUND:

In March 2001 SCAG entered into a Credit Agreement and a Security Agreement with the Bank, whereby SCAG could borrow funds, on a revolving basis, up to \$2.5 million. The amount was first amended to \$3.5 million in June, 2001. The security for all borrowed funds is represented by all moneys now due, or hereafter to become due from the State of California acting by and through its Department of Transportation (Caltrans) under the Master Fund Transfer Agreement Contract No. SCAGMFTA.

This agreement with the Bank has continued uninterrupted since that time and all advances made to SCAG have been repaid to the Bank on a current basis. To provide greater financial flexibility and to possibly, minimize or eliminate the need for the Caltrans Rapid Pay Program it is necessary to increase the LOC from \$3.5 million to \$5.0 million.

The following documents were submitted to SCAG and will encompass the documents to be executed by the Executive Director and Legal Counsel pursuant to the approval by the Regional Council of the action recommended herein.

1. Second Amendment to the Credit agreement to amend the line to \$5.0 million and to authorize payment of a \$500 loan fee.
2. First Amendment to Security Agreement to conform the current request to increase the amount to \$5.0 million.
3. Certified Resolution to Borrow by the Regional Council to be certified by Mark Pisano as a true copy of the resolution passed by the Regional Council, and to authorize Mark Pisano to execute the documents needed to implement the resolution.



Approval of Increase to SCAG's
Line of Credit
June 6, 2002
Page 2

4. Opinion by SCAG legal counsel, Ms. Helene Smookler, Esq. as to the legal authority of SCAG to execute, deliver and perform under the terms of the documents to be signed by SCAG and to confirm the adequacy of such documents to perfect a priority security interest in the Collateral by the Bank.

FISCAL IMPACT STATEMENT

Interest is paid only on the funds outstanding at a tax exempt index rate of 5.06%. During this current fiscal year we anticipate spending approximately \$145,000 in interest for the LOC and \$77,000 in fees to Caltrans for the Rapid Pay Program. Next year we anticipate spending \$250,000 in interest for the LOC and the Rapid Pay Program. Depending on the interest rate for the LOC next fiscal year (the rate is reset each fiscal year) it may be advantageous to SCAG to reduce or eliminate the use of the Rapid Pay Program with Caltrans. This LOC increase will provide the flexibility to allow discontinuation of the Rapid Pay Program. These estimated expenditures were included in the Fiscal Year 2002-2003 General Fund Budget approved by the General Assembly on May 2, 2002.



REPORT

DATE: May 21, 2002

TO: Administration Committee
Regional Council

FROM: Huasha Liu, Manager of Planning Data & Forecasting (213) 236-1838
E mail: liu@scag.ca.gov

SUBJECT: Proposed Work Plan for Web Enhancements

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve proposed work plan for improving SCAG's Web site and delivery of services via the Web. Direct staff to seek funding required to implement.

BACKGROUND:

SCAG staff contracted Civic Resource Group to evaluate SCAG's Web site and produce a Web Analysis and Strategic Plan for enhancing the site and SCAG's overall Internet strategy. The project team began work in December 2001 and completed their study in April 2002.

SUMMARY:

On May 2, 2002, Civic Resource Group presented their key findings and recommendations to the Administration Committee. Staff was directed to return to the Committee on June 6 and provide a work program for Web enhancements. The proposed work plan, as described in the attachment, incorporates the consultant's recommendations.

Currently, SCAG has two full time persons responsible for Web support and maintenance. Compared with other MPOs in the country, this ranks SCAG below other MPOs in the level of staff resources devoted to the Web.

FISCAL IMPACT:

The associated cost for consultant assistance is \$150,000. Staff has been unable to identify a source of funding for this project at this time. Staff will bring this item back to the Administration Committee when funds have been identified.

Attachment

69850 – 6/6 AC

REPORT



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Proposed Work Plan for Web Improvements

Summary:

Consultant will provide support for Web improvements and enhance delivery of services. Efforts include the following:

1. Redesign of the Web site
2. Enhance the interactive calendar
3. Improve public participation and outreach
4. Develop event registration system for on line transactions and electronic subscription system
5. Implement comprehensive site content and management system
6. Enhance responsiveness to inquiries

Tasks to be Performed:

Task 1:

Redesign the Web site to improve usability, functionality, and integration with sub sites and sections. Site redesign will include:

- Implementing and configuring an effective site search engine (software license and first year's fees, if required, included)
- Integrating sub sites and sections with graphic look and feel of main SCAG site
- Implementing and enhancing site navigation and usability features such as site map and Frequently Asked Questions (FAQs);

Product:

Redesigned Web site. Final product includes new search engine, changes to site architecture/flow, and updated design elements. Site will elevate SCAG's overall image with a professional Web site and position it as a leader in Regional Planning organizations' use of the Web.

Task 2:

Develop enhanced interactive calendar. Activities include:

- Implementing and integrating an enhanced interactive calendar in conjunction with implementation of content management system (Task 5)
- Configuring calendar initially for multi-user publishing for internal SCAG users
- Designing calendar so that publishing authority can be provided in the future to external users such as SCAG members and/or other government agencies in the region
- Providing optional calendar grid and list views; capability to publish multiple calendars; allow end user to choose calendar view and subjects

Product:

Full featured on line calendar that can be directly updated by authorized users. Calendar must include latest industry standard features including but not limited to database driven architecture, multiple level user access, business rules/logic, e mail notification and alerts, search features, and multi-dimensional views. Calendar will be easily searchable with improved look and feel, and have authorized user publishing capabilities including approval work flow. Calendar will provide SCAG to play a central role in driving traffic to the site.

Task 3:

Improve the public participation process through the Web including:

- Develop a process and guidelines for SCAG's public participation programs via the Web.
- Assist SCAG with implementation of on line forms based public participation features and other tools including surveys, polls, posting of participation results/feedback, etc.
- Creation of List Server

Product:

Procedures manual for public participation on the Web including guidelines and standards. Report will set certain criteria for public participation/input for SCAG programs and initiatives. Final product will include initiation of a set of Web based tools that are utilized for public participation.

Task 4:

Develop event registration system for on line transactions and electronic subscription system. Key elements include:

- Development of infrastructure and application that will allow for event registrations and on line subscriptions to information and services.
- E-Commerce capabilities to allow for payment of registration on line
- Basic customization features that allows for customer history and user account information such as recognizing welcoming individual by name, order confirmation by email, and account look-up features.

Product:

On line event registration system with on line payment capabilities, automated confirmation and account information. Product must be able to allow for future services including offering SCAG a near term solution for other e-commerce initiatives.

Task 5:

Implement comprehensive site content and management system. Key elements include:

- Policies and procedures for publishing content to SCAG's Web site

- Deployment of Web content management system that includes industry standard features such as remote publishing, multi-level user access, check in and check out of documents, routing of approvals, etc.
- Integrates seamlessly into SCAG's existing Web publishing process and requires very low level of end user training.

Product:

Policies and procedures manual for publishing content to SCAG's Web site and roll out of robust content management system. System will allow for direct publishing capabilities to the Web site without use of third party Web authoring tools (i.e.; Web software applications such as Dream Weaver and Front Page are not needed.). Content management system will enable a variety of authorized users to provide timely updates to SCAG Web site in an efficient and structured manner.

Task 6:

Enhance responsiveness to inquiries. Development of on line applications with citizen request features including the following key elements:

- On line forms that that can track SCAG customer requests
- Allow for basic email routing based on request type
- Provide management reports on request types, actions, and closure

Product:

On line customer request application for SCAG inquiries. System will provide Phase 1 of a system for allowing customer requests via the web and include tracking features, routing and reports.

Schedule: This is a twelve-month project. The total budget for the project will not exceed \$150,000.

REPORT

DATE: June 6, 2002

TO: The Administration Committee
The Regional Council

FROM: Arnold San Miguel, Government Affairs Analyst
Phone (909) 784-3526– e-mail: sanmigue@scag.ca.gov

SUBJECT: U.S. Mexico Shared Solutions Conference

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:

Approve:

- 1) Send letter from SCAG to Cabazon Band of Mission Indians requesting their sponsorship in the amount of \$7500.00 for U.S. Mexico: Shared Solutions Conference.
- 2) International travel to Mexico by Regional Councilmember Greg Pettis to secure conference speaker.
- 3) Conference budget of \$5,150 (the amount remaining from the originally approved budget of \$6,400 at the August 2001 Regional Council meeting).

SUMMARY:

Staff is requesting approvals to begin planning the U.S. Mexico conference, "Shared Solutions: A Bi-National Dialogue for Economic and Social Opportunity" postponed after the tragic events of September 11th.

BACKGROUND:

Regional Councilmember Greg Pettis, Mayor Pro Tem City of Cathedral City recently appointed Chair of the NAFTA Subcommittee is proposing that the U.S. Mexico Shared Solutions conference, postponed after September 11th, be held on October 24-25, 2002 in Imperial County. Last year on August 2, 2001 the Regional Council approved the expenditure of \$6,400 for SCAG sponsorship of the U.S. Mexico conference. The conference theme title is, "Shared Solutions: A Bi-National Dialogue for Economic and Social Opportunity".

PURPOSE OF THE CONFERENCE

In the history of U.S. and Mexico relations this region stands at the forefront of a unique opportunity to implement the ideas of the Southern California Association of Governments Southwest Compact. The Southern California Association of Governments must take advantage of these times. We can build coalitions with Mexican officials, the states of Arizona, New Mexico and Texas. Early steps must include a dialogue of how to coalesce political, economic

REPORT

and social commitments around the Southwest Compact proposals. The Shared Solutions conference is designed to enhance our understanding of how the different geographic areas in the Southwest Compact Region can benefit via implementation of the Southwest Compact. Ideally, this conference may allow us to reach consensus on how we can use the reauthorization of Transportation Equity Act to move forward with the Southwest Compact for the betterment of all.

SPONSORSHIP LETTER TO CABAZON BAND OF MISSION INDIANS

Mayor Pro Tem Greg Pettis has been in contact with the Cabazon Band of Mission Indians to discuss their sponsorship of the U.S. Mexico Shared Solutions Conference. The Cabazon Band of Mission Indians expressed an interest in sponsoring the U.S. Mexico Shared Solutions Conference and requested that SCAG send a letter of request (see attached letter). The letter from SCAG requests \$7500 and describes role the Cabazon Band of Mission Indians would have at the conference including hosting a dinner, sitting at the head table and acknowledgement in conference materials.

INTERNATIONAL TRAVEL REQUEST

In order to secure a firm commitment from high level Mexican officials it is important to personally meet with each official. In preparation of the last year's conference former Regional Councilmember David Dhillon visited Mexico City and secured Juan Hernandez, then Director of the Office of Migrants Abroad and the Director of Mexico's National Immigration Office Juan Preciado Coronado for the October 2001 conference. A similar trip is anticipated in preparation for the October Conference.

BUDGET

Mayor Pro Tem Greg Pettis and David Dhillon have been seeking additional conference sponsorships. In the event sponsorships are not available a conference fee (50 persons @ \$100 = \$5,000) will cover conference costs.

FISCAL IMPACT:

General funds in the amount of \$6,400 were approved at the August 2, 2002 Regional Council meeting for the U.S. Mexico Conference. The remaining budget amount of \$5,150 along with sponsorship funds (at least \$7500) and/or conference fees (\$10,000) will provide sufficient funds to cover conference and travel costs.

MEMO

To: Regional Council

FROM: Barry L. Samsten, Senior. Transportation Planner, 213.236.1918,
Samsten@scag.ca.gov.

SUBJECT: Action by TCC in support of the staff recommendation to the Maglev Task Force regarding selection of an initial maglev line.

DATE: April 17, 2001

At the March 27, 2002 meeting of the Maglev Task Force (MLTF), Hon. Vice Chair Barrows with support from task force members from the Gateway Cities Sub-Region proposed that the Orange Line be selected as the initial maglev line to be constructed. After substantial discussion, Hon. Chairman Bates directed staff to prepare an evaluation of the three maglev lines, LAX/March, LAX/Palmdale and the Orange Line, for which studies have been completed and to present these findings with a staff recommendation at the April 17, 2002 meeting of the MLTF.

Staff recommended postponing the selection of the initial line to allow adequate time to perform the technical analysis necessary to make an informed decision.

Hon. Alan Wapner, City of Ontario made a motion, seconded by Hon. Ron Roberts, City of Temecula, to accept the staff recommendation to receive and file. The result of the final vote for the motion was eight to four votes in favor of the motion.

This item was presented to the Transportation and Communication Committee (TCC) at its May 2, 2002 meeting. A copy of the item report is attached.

The TCC voted to support the action taken by the Maglev Task Force.

DOCS # 70100

REPORT

TO: Regional Council
FROM: Jim Gosnell, Director, Planning and Policy, (213)236-1889, gosnell@scag.ca.gov
DATE: June 6, 2002
SUBJECT: Resolution Regarding International Trans-Border Emissions - Air Quality Impacts of Mexicali Power Plants on Imperial County, California

EXECUTIVE DIRECTOR'S APPROVAL

Recommended Action:

Approve Resolution

Summary:

Sempra Energy of San Diego and InterGen of Boston are constructing power plants on the Mexican side of the US/Mexican border, near Mexicali, Mexico, which will supply electricity to both California and Mexico. These plants are only required to meet Mexico's air quality standards, which are not as stringent as United States' air quality standards. Emissions from the plants are expected to adversely impact the air quality in Imperial County, California, which presently has the highest asthma rate of any region in California, and is located downwind of Mexicali.

Supervisor Hank Kuiper, County of Imperial, requested that SCAG's Energy and Environment Committee (EEC), and its Regional Council (RC), support sub-regional efforts to actualize mitigation of adverse air and water impacts arising from the construction and operation of power plants south of the US/Mexico border.

The EEC approved the attached resolution, which supports the following two actions.

1. Urge and support efforts by Federal, State and Local governments of the United States and Mexico to formulate an agreement establishing common environmental standards and compliance protocols for the US/Mexico Border Corridor.
2. Oppose further current power plant projects, until such a time as California Best Available Control Technology (BACT) is installed and maintained on all such power plant units along the US/Mexico Border Corridor, and emission offsets are obtained to meet California Standards in order to protect public health and welfare.

The committee's action was different than staff's recommendation.

Background:

Two power plants, which are currently under construction on the Mexican side of the US/Mexico border, near Mexicali, Mexico, are expected to adversely impact the air quality in Imperial County, California. The plants are being built by Sempra Energy of San Diego and InterGen of Boston. It is estimated that these two facilities, combined, will emit over 3,000

tons per year of Nitrogen Oxides (NO_x). Imperial County, which is located downwind of the plants, has the highest asthma rate of any region in California and it exceeds the National Ambient Air Quality Standard (NAAQS) for particulate matter with diameters of 10 microns or less (PM₁₀).

Sempra Energy is currently constructing a 500 MW gas fired power plant, referred to as *Termoelectrica de Mexicali*, which will supply electricity to Southern California by 2003. Air pollutant emissions will be controlled by the use of a Selective Catalytic Reduction (SCR) system, which is considered to be the Best Available Control Technology (BACT), under Federal New Source Review (NSR) regulations. However, if this plant were to be constructed in California, it would also need to acquire emission credits to offset any emissions.

InterGen is currently constructing a 1,000 MW dual-fuel power plant, referred to as *La Rosita*, which will export a third of its output to California and the remaining output to customers in Baja California. Two of the four InterGen generators will be equipped with advanced air pollution control equipment which will meet the California BACT requirements. The other two generators will remain uncontrolled.

US opponents to the power plants have been focusing their opposition on the construction of the transmission lines and natural gas pipeline needed for the operation of the proposed power plants, because US citizens can not legally provide input on the Mexico permit process. The North Baja Pipeline will deliver natural gas to fuel both of these Mexicali plants. Representative Bob Filner (D-San Diego) opposes construction of both power plants, and has requested that the Federal Energy Regulatory Commission (FERC) hold a re-hearing on the approval of the North Baja Pipeline. Filner was not granted an intervention status on his request. The Imperial County Air Pollution Control District (ICAPCD) made the same request prior to Filner's request, and was also denied intervention status.

The Bush Administration has issued permits to allow the power plants' transmission lines to be built across the border, after a limited environmental assessment by the Department of Energy (DOE), despite requests from EPA and CARB for a full Environmental Impact Statement (EIS). Both Rep. Filner and Rep. Duncan Hunter (R-El Cajon) have protested the DOE's action. Recently, EarthWild and the Sierra Club filed a law suit requesting a more thorough environmental assessment of the transmission lines.

The power plants also pose a potential threat to the Salton Sea. The wet-cooling process proposed at each plant will draw water from the New River, which is a major source of freshwater for the Salton Sea. An EIR released by the Imperial Irrigation District, reviewing an unrelated project which might also reduce inflows of fresh water to the Sea, indicates that any reductions in the inflow of fresh water into the Salton Sea are expected to have serious adverse impacts on human health, biodiversity and ecological processes. A drop in the water level due to reduced inflows would probably expose vast amounts of the sea-bed to atmospheric winds, and this soil is known to contain significant amounts of toxic material deposited over the years. Changes in the water level are also expected to adversely impact

habitat for migratory birds, and would additionally result in significant changes in salinity, affecting ecosystem processes.

Additional power plants are being considered for construction along the US/Mexico border, and Mexico's Secretary of Energy, Ernesto Martens, has said that Mexico will not set any limits on the number of plants it will allow.

According to Brad Poiriez, Air Pollution Control Manager at the ICAPCD, his agency does not have sufficient financial or staff resources to handle a problem of this magnitude.

Supervisor Hank Kuiper, Imperial County, had briefed the members of the Energy and Environment Committee (EEC), at its previous meeting, on the situation, and informed members of efforts underway to bring about changes to the design and operation of these, and potentially future, power plants. Members of the EEC had instructed Staff to prepare suitable language for a draft resolution to be considered by the EEC and the RC. Staff recommended the following resolution.

1. That the Regional Council urge and support efforts by Federal, State and Local governments of the United States and Mexico to formulate an agreement establishing common environmental standards, and protocols to ensure compliance, for the US/Mexico Border Corridor.
2. That the Regional Council oppose further construction of infrastructure in support of the current power plant projects until such a time as California Best Available Control Technology (BACT) is installed and maintained on all such power plant units along the US/Mexico Border Corridor, and emission offsets are obtained to meet California air pollution control standards, in order to protect public and environmental health and welfare on both sides of the Border.

Although the power plants are located in Mexico, a portion of the infrastructure which supports the power plants, resides on the US side of the border, and is therefore under US jurisdiction. Hence, staff had recommended opposing construction of this infrastructure, as this provides the only legitimate leverage available to influence the operation of the power plants. However, Staff's recommended resolution, as described above, was modified by the EEC on April 4, 2002, to limit opposition to the power plant projects. The modified language is described below.

The EEC recommends that the RC approve the attached resolution, which recommends the following actions.

1. That the Regional Council urge and support efforts by Federal, State and Local governments of the United States and Mexico to formulate an agreement establishing common environmental standards, and protocols to ensure compliance, for the US/Mexico Border Corridor.
2. That the Regional Council opposes current power plant projects until such a time as California Best Available Control Technology (BACT) is installed and maintained on all such power

REPORT

plant units along the US/Mexico Border Corridor, and emission offsets are obtained to meet California air pollution control standards, in order to protect public and environmental health and welfare.

Fiscal Impact:

There will be no fiscal impact to SCAG as a result of this resolution.

(#70177)

RESOLUTION # 02-432-1
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**RESOLUTION URGING AND SUPPORTING EFFORTS BY
FEDERAL, STATE AND LOCAL GOVERNMENTS OF THE
UNITED STATES AND MEXICO TO FORMULATE AN
AGREEMENT ESTABLISHING COMMON AIR QUALITY AND
ENVIRONMENTAL STANDARDS AND COMPLIANCE
PROTOCOLS FOR THE US/MEXICO BORDER CORRIDOR**

WHEREAS, Sempra Energy and InterGen are currently constructing power plants on the Mexican side of the US/Mexico Border (Border) and such plants are not required to meet Federal or State air quality standards, which are more stringent than Mexico's standards; and

WHEREAS, power plant projects currently under construction in Mexico are not required to apply California Best Available Control Technologies (BACT), nor to offset emissions impacting the trans-Border areas affected by the operation of such facilities; and

WHEREAS, the attainment status, environmental health and human welfare of residents on both sides of the Border are likely to be adversely impacted by the inadequate regulation of emissions resulting from the operation of such facilities; and

WHEREAS, the operation of these and potential future power plants may also have negative effects on the Salton Sea ecosystem; and

WHEREAS, the cumulative environmental effects of the decisions to site and build these power plants on the Mexican side of the US/Mexico Border do not appear to be receiving due consideration; and

WHEREAS, an expected increasing demand for electrical energy in the United States and in Mexico may result in additional new generating facilities being built to facilitate that demand along the US/Mexico Border Corridor; and

WHEREAS, the precedent set by the plants presently under construction is likely to have a bearing on future plant constructions in the region; and

WHEREAS, the differing air quality standards and control measures required for emissions from power plants in the US and Mexico are such that the air quality will be adversely impacted in border communities, such as Imperial County, located in the US/Mexico Border Corridor.

BE IT THEREFORE RESOLVED that:

- 1) The Regional Council urges and supports efforts by Federal, State and Local governments of the United States and Mexico to formulate an agreement establishing common environmental standards and compliance and enforcement procedures for the US/Mexico Border Corridor in order to protect the health of the residents living along the US/Mexico Border Corridor and to assure that new border stationary sources have minimal negative impacts on the environment.
- 2) The Regional Council opposes current power plant projects until such a time as California Best Available Control Technologies (BACT) are installed and maintained on all such power plant units along the US/Mexico Border Corridor, and emission offsets are obtained to meet California Air Quality Standards in order to protect public health and welfare.

Hal Bernson, President
Councilmember, City of Los Angeles

Mark Pisano, Secretary to Regional Council

Attest:

Helene Smookler
Chief Counsel
#69715

MEMO

DATE: June 6, 2002
TO: Administration Committee and Regional Council
FROM: Bert Becker, Chief Financial Officer
(213) 236-1960, becker@scag.ca.gov
RE: Monthly Financial Report

Information Only

Summary: Summary of Budget Expenditure/Financial Status through the end of April 2002

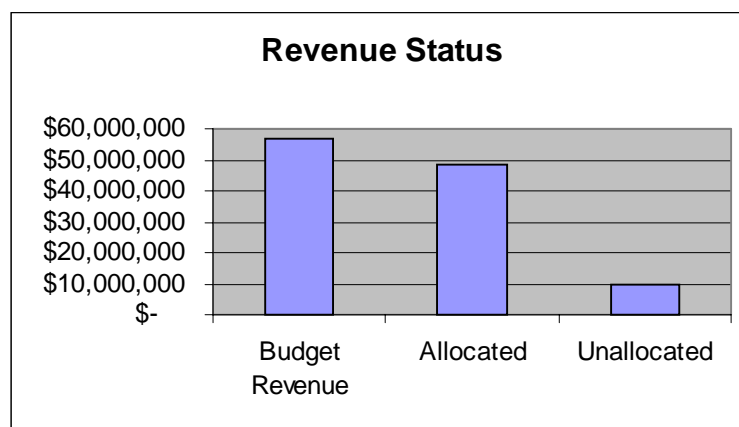
Background:

This report is divided into two parts: Part I – Revenue, Expenditures and Commitments; and Part II - Cash Flow.

Part I – Revenues and Expenditures

The revenue portion of this report is based on the original revenue estimates at July 1, 2001.

A. Revenue (Monthly Revenue Development Report Table I)



B. Expenditures

Thus far, \$25,861,102 or 46% of the total budget of \$56,761,084 has been expended. Using the anticipated revenue of \$48,534,084 as a base, approximately 53% has been expended. Subregional and consultant expenditures will accelerate in the fourth quarter reflecting the anticipated increased pace of contract commitments and activity in the latter part of the fiscal year.

MEMO

The line item breakdown of expenditures is as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
SCAG Operations	\$22,539,193	\$18,474,300	\$4,064,893
SCAG Consultants	\$22,862,469	\$4,845,363	\$18,017,106
Subregions	\$11,359,422	\$2,541,439	\$8,817,983
Total	\$56,761,084	\$25,861,102	\$30,899,982

SCAG Operations:

In the first ten months of the Fiscal Year, 82% of the SCAG Operations budget was expended. The SCAG Operations Budget increase in Amendment #4 approved by the Regional Council in March will be needed to assure adequate funding for the estimated SCAG operation costs through June 30.

SCAG Consultants:

The consultant expenditures for the Fiscal Year 2001-2002 are following the annual cycle of starting slow and accelerating toward the end of the Fiscal Year.

Subregions:

The low amount of subregional expenditures continues to reflect the fact that the primary subregional work products for the Fiscal Year 2001-2002 i.e., Growth Visioning, Jobs/Housing Transportation and Livable Communities required considerable time in scope definition and clarification. However, there was a significant increase in subregional expenditures in the last two months. Through February, only \$836,466 of subregional expenditures were reported. The amount has increased to over \$2.5 million by the end of April. The subregional expenditure will accelerate through the remainder of the fiscal year.

MEMO

In terms of the six Budget categories, the expenditures are as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
Category A: Required Transportation Planning & Other Mandated Activities	\$6,835,310	\$4,174,480	\$2,660,830
Category B: Data Management & Evaluation Efforts	\$11,370,035	\$7,213,397	\$4,156,638
Category C: Products to Implement the Regional Transportation Plan	\$27,409,929	\$8,799,369	\$18,610,560
Category D: New Issues & Initiatives	\$3,081,750	\$0	\$3,081,750
Category E: Other Programs	\$6,964,060	\$4,909,211	\$2,054,849
Category G: General Fund	\$1,100,000	\$764,645	\$335,355
Total	\$56,761,084	\$25,861,102	\$30,899,982

The largest portion of SCAG staff work falls within categories A and B. The rate of expenditures in these categories will be consistent throughout the year. Part C is composed mostly of consultant and subregional work. The rate of expenditures in Part C will increase sharply in the fourth quarter reflecting the impact of contracts awarded in the first, second and third quarters. None of the funding under Part D will be received. Categories E and G are being expended at rates commensurate with the anticipated progress through this point of the year.

Contractual Commitments

SCAG has contractually committed about 18% of the total SCAG contract budget and about 19% of the subregional budget has been committed.

	Budget	Expended and Commitments	Uncommitted Balance
SCAG Consultants	\$22,862,469	\$4,048,026	\$18,814,443
Subregions	\$11,329,422	\$2,193,032	\$9,136,390
Total	\$34,191,891	\$6,241,058	\$27,950,833

MEMO

Part II – Cash Flow Overview

The attached Table II graphically presents the results of actual cash receipts and disbursements for the ten months ended April 30, 2002. Table III presents the monthly unrestricted cash balances available to support day to day cash operations. These graphs present historical information from FY00, and FY01 to measure and compare against FY02 operations.

In the ten month period, SCAG received cash of \$55.4 million and disbursed \$56.9 million. This is a reduction in unrestricted cash of \$1.5 million since the beginning of FY02. This compares to FY01 of \$34.2 million in cash receipts and \$34.3 million of cash disbursements. The unrestricted cash balance is about \$231,000 at April 30, 2002.

On April 15, 2002, the bank approved SCAG's request to increase the line of credit (LOC) to \$5.0 million from \$3.5. Documentation is expected to be signed after approval by the Regional Council at the June meeting. All other terms and conditions remain the same and there is a \$500 loan fee. The LOC was first initiated in March of FY 2000-2001, then extended to FY2001-2002. The cap was first raised to \$3.5 million from \$2.5 million effective in July, 2001.

SCAG's core funding from FHWA, FTA, and State Planning grants are the only grant receivables which can be financed using the LOC and they represent about 65% of SCAG's total receivables. The financing for the other 35% of the receivables is through our General Fund. All LOC advances are secured by an assignment of all monies due, or to be due, from Caltrans. They must be in minimum amounts of \$350,000. The interest rate is a favorable tax-exempt qualified small issue rate of 5.0692%.

Since FY1996-1997, the General Fund balances have diminished from a high of \$2.6 million to a FY2001-2002 forecasted balance of \$1.4 million. Litigation and interest expenses have increased substantially in FY2000-2001 and FY2001-2002 and are the primary reasons for the General Fund decreases.

Cash Receipts (Table II):

In the ten month period, SCAG received cash of \$55.1 million compared to \$34.2 million in FY01. This is a year to year increase of \$20.9 million. Most of the increase, or about \$19.9 million is due to LOC advances, and the remaining balance is due to \$1.1 million of restricted cash authorized, transferred and returned to project sponsors.

Earlier in this fiscal year, SCAG received the annual TDA funds of \$1.0 million, and has collected almost all of the \$1.1 million of the FY02 membership dues. This is cash available to use for working capital during most of the fiscal year, but diminishes as

MEMO

the year progresses because these funds are used for project local match and General Fund expenses. As a result, April, May, and June are very difficult cash flow months.

Cash Disbursements (Table II):

In the ten month period, cash disbursements totaled \$56.9 million compared to \$34.3 million in FY01. This is a year to year increase of \$22.6 million. Most of the increase or about \$21.1 million is due to repayment of LOC advances, and the remaining balance of the increase is due to payments of \$1.1 million of restricted cash authorized, transferred and returned to the project sponsors.

In March it was reported that there were many consultants and subregional, invoices that could not be processed for payment until federal funding and budget authority was granted by Caltrans. Amendment #2 primarily affected changes in budgets for the subregions. This amendment was approved and SCAG paid all subregional billings in March.

The amounts of past due obligations to consultants are substantial. There are approximately \$1.4 million of past due consultant obligations as of April 30, 2002. Given the accumulating size of unpaid obligations, once Amendment #3 is approved by Caltrans, it is likely payments will be staggered over two or more billing cycles depending on the availability of advances under the LOC.

Unrestricted Cash Status Comparison (Table III):

Table III presents the unrestricted cash balances at the end of each month for FY99, FY00, FY01 and FY02. The cash balance reported each month is based on what is available the last day of the month and is a "snapshot" of that day only.

As of April 30, 2002 the cash balance was about \$231,000. The monthly ending cash balance will vary greatly depending on the timing of receipts and expenditures, but can provide an overall sense of the trend of cash over time. The average balance in the first six months of the fiscal year was \$1.0 million. The average balance in the last four months has declined to about \$230,000.

Fiscal Impact:

The outlook for cash receipts in the last few months of the fiscal year is largely dependent upon the approval of budget amendments by Caltrans. The annual Member Dues Assessments for FY03 totaling \$1,159,344 were mailed to the membership on May 16. Some collections are expected prior to the end of this fiscal year.

MEMO

The fund balance in the General Fund has been declining. The outlook for FY2002-2003 for substantial increases in working capital are not likely. The amount of additional internally generated working capital forecasted in the Fiscal Year 2002-2003 General Fund Budget is \$132,200.

Glossary of Terms Used in this Report

Allocated Revenue	Funding from another agency that has been allocated to SCAG for programming.
Available to Contract	The total budget available in the SCAG Consultant and Subregion line items. SCAG can enter into contracts with these dollars.
Budget Category	One of six divisions used in the SCAG Budget to identify major areas of work program and activity.
Budget	The adopted SCAG Budget for FY2000-2001
Caltrans	California Department of Transportation
Consultant Contract Commitments	Executed contracts between SCAG and consultants making the funds unavailable for other uses.
CPG	Comprehensive Planning Grant. These are Caltrans Administered FTA & FHWA funds for regional transportation planning activities.
Cash Disbursements	Payments to employees, vendors, contractors, subregions and other public agencies for services rendered and products used in the normal course of business.
Cash Receipts	Cash received from Federal, State, and Local grantors in payment of program costs incurred, annual dues collected, and other collections such as Fee Services.
Expenditures (YTD)	Money spent, for the year, through the date identified in the report.
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

MEMO

FY	Fiscal year beginning July 1 and ending June 30.
Revenue Status Chart	A bar graph which compares the 00-01 SCAG Budget Revenue Estimate to the Allocated Revenue and Unallocated Revenue.
SCAG Consultants	Consultants that contract directly with SCAG for Transportation Planning work, including work on behalf of Subregions.
SCAG Operations	SCAG staff costs, indirect overhead, travel, computer, photocopying and mailing.
Subregions	SCAGS fourteen local partners who manage a portion of the Budget and contribute specific work products. The Subregions are: Arroyo Verdugo Cities; CVAG; Gateway Cities COG; IVAG; LA City; LA County; Malibu-Las Virgenes; North LA City Palmdale; OCCOG; SGVCOG; SANBAG; SBCOG; VCOG; Westside Cities; WRCOG.
Unallocated Revenue	Revenue identified in the SCAG Budget but not allocated by another agency to SCAG.
Uncommitted Balance	The Budget minus commitments.
Unexpended Balance	The Budget minus the Expenditures (YTD).
Unrestricted Cash	Cash in banks, which is available to pay obligations in the normal course of business.

MEMO

Table I							
Monthly Revenue Development Report							
(Through April, 2001)							
	Fund Source	01/02 Revenue Estimate (SCAG Budget)		Allocated Funding (YTD)		Unallocated	Status of Unallocated
New Funding							
1	Federal Highway Administration, FY 01-02	\$ 13,697,188		\$ 12,927,054		\$770,134	Revenue \$770,134 less than estimated amount
2	Federal Transit Administration, FY 01-02	\$ 4,722,409		\$ 4,722,409			
3	Federal Railroad Administration	\$ 875,000		0		0	
4	LACMTA, Employer Services	\$ 2,500,000		\$ 2,500,000		0	
5	CTC's Core Rideshare	\$ 3,047,730		\$ 3,047,730		0	.
6	VCTC, Employer Services	\$ 295,285		\$ 295,285			
7	OCTA-MDI	\$ 105,915		\$ 105,915			

MEMO

8	General Fund	\$ 1,100,000	\$ 1,093,564	\$6,436	Unallocated amount pending receipt of member dues
9	TDA Planning	\$ 1,000,000	\$ 1,000,000		
10	Subregion Match	\$ 1,170,775	\$ 1,170,775		
11	Other Local Match	\$ 1,426,939	\$ 1,426,939		
Prior Year Funding (Carryover)					
1	Federal Highway Administration	\$ 4,015,962	1,616,073	\$ 4,631,909	Revenue more than estimated amount .
2	Federal Transit Administration	\$ 4,806,645	4,699,883	\$ 106,762	Revenue \$106,762 less than estimated amount .
3	State Planning and Research, Caltrans HQ	\$ 509,825	\$ 509,825		
4	State Planning and Research, Caltrans District 7	\$ 3,109,649	\$ 3,109,649		
5	State Planning and Research, Partnership Planning	\$ 532,000	\$ 532,000		
6	SP&R, Caltrans District 8 (I-15 Corridor Study)	\$ 900,000	\$ 900,000		
7	FTA Section 5313 (b)/ Participant Match, Cal State LA	\$ 40,000	\$ 40,000		
8	Cal State, LA (Participant Match for 5313 (b) funds)	\$ 10,000	\$ 10,000		
9	Federal Aviation Administration	\$ 1,775,357	\$ 1,775,357		
10	GTIP/LACMTA (US 101 Study)	\$ 1,832,960	\$ 1,832,960		
11	CETAP-TCSP	\$ 937,000	0	\$ 937,000	Waiting for grant agreement
12	CETAP-RCTC	\$ 591,000	\$ 591,000		
13	Cordon Station Survey-SP&R, District 7	\$ 350,000	\$ 350,000		
14	CPTC (SR91 HOT Lanes Feasibility)	\$ 16,995	\$ 16,995		
15	LACMTA, GTIP, GCOG (I-710 MIS)	\$ 1,925,000	\$ 1,925,000		

MEMO

16	LACMTA, MSRC (Web-Accessible Vanpool Info, Commuter Channel)	\$ 317,715	\$ 317,715		
17	SANBAG (I-15 Corridor Study)	\$ 50,000	\$ 50,000		
18	DPSS	\$ 193,280	\$ 193,280		
19	HCD	\$ 65,810	\$ 65,810		
20	TRANSTAR Service Contracts	\$ 438,325	\$ 438,325		
21	US Fish & Wildlife, National Park Service, Others	\$ 50,000	0	\$ 50,000	Waiting for commitments from participants in air photo project
22	Year 2000 Post Census: LACMTA, ARB, RCTC, SANBAG, CTC's	\$ 775,999	\$ 775,999		
23	TDA Planning, Prior Years	\$ 416,373	\$ 416,373		
24	Los Angeles World Airport (FAA Grants)	\$ 78,198	\$ 78,198		
Funding to be Identified		\$ 3,081,750	0	\$ 3,081,750	Funding will not be identified
Totals:		\$ 56,761,084	\$ 48,534,113	\$ 9,583,991	

MEMO

To: Administration Committee/Regional Council
From: Ralph Levy, Manager of Budgets and Grants
(213) 236-1824, levy@scag.ca.gov
Date: June 6, 2002
RE: Southern California Metropolitan Area 2001 Certification Review Findings

Recommendation – Information only

Every three years, the Federal Department of Transportation conducts a certification review of the transportation planning process of each Metropolitan Planning Organization (MPO) to assure that the MPO is meeting Federal Transportation Planning Mandates.

In May 2001, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) performed a joint desk audit and held a series of discussions with SCAG, elected officials, staff and the general public as part of the certification process.

The Draft Report was received in January 2002. It was reviewed with the Transportation and Communication Committee in February.

The Final Report and Recommendations (attached) was received in April. The FHWA and FTA have jointly certified the transportation planning process in the Southern California Metropolitan area. This certification remains in effect for three years. The Federal DOT findings and recommendations along with SCAG's response are described below:

FINDING

1. Overall Work Program

The Overall Work Program (OWP) is greatly improved. There has been significant progress in incorporating regionally significant transportation planning activities in the Los Angeles Metropolitan Area, regardless of funding source. SCAG is encouraged to continue to work with its planning partners to ensure that the OWP presents a complete picture of all significant planning in the area.

Carryover of unexpended funds for planning work in the OWP continues to be of concern. The Federal Team is concerned about expenditures and the quality of the planning product. SCAG has the greatest amount of unexpended balances, particularly, the delegated tasks to subregions. The Federal Team encourages SCAG to identify and pursue ways to reduce delays in expending funds and producing deliverables including, through better management and improved oversight of the planning activities.

SCAG needs to ensure that deliverables from work tasks are met. Work tasks should be in detailed format in the OWP along with a detailed deliverable attached to each work task. SCAG needs to ensure that Subregions who are undertaking work tasks are adequately

staffed and able to complete the work in a timely manner. It is also suggested that SCAG makes the OWP available to the public through their website.

SCAG Response

SCAG has been working to reduce the amount of unexpended balances through a number of measures including:

- Beginning with Fiscal Year 2001-2002, SCAG is executing Continuing Cooperative Agreements with the subregions to insure that work scopes and deliverables are clearly defined, date specific and committed to in writing.
- Beginning with Fiscal Year 2002-2003, using new funds available on July 1 to finance carryover SCAG consultant and subregional contract work to provide a seamless transition between the fiscal years and focus attention on completing the oldest work before starting new work.
- Expediting the contracting process through management coordination and scheduling of the contract development process prior to the initiation of a Request for Proposal.
- Upgrading the development and use of the new SCAG MIS as a progress reporting and management tool, reformatting the quarterly progress report to provide reports not only on work status but issues/issue resolution and upcoming amendments.
- Holding quarterly progress report meetings with the subregions and with SCAG staff including the participation of Caltrans the Federal Department of Transportation representatives.

SCAG's Fiscal Year 2002-2003 OWP will contain tasks that are specific as to both products and completion dates. The Quarterly Progress Reports will report on the status, issues and upcoming need for work element amendments associated with meeting the schedules for deliverables.

The OWP will be made available to the public through the SCAG website.

FINDING

2. The Public Involvement Process

The public involvement process for the Regional Transportation Plan (RTP) reflected aggressive efforts to involve a broad range of citizens through a range of techniques. There should be opportunities for the public to comment and have meaningful input into the Work Program as well as the Regional Transportation Improvement Program.

The Federal Team suggested opportunities to further improve public involvement including:

- Develop a formal plan to evaluate the effectiveness of the public involvement process.

SCAG Response

SCAG has engaged an outside consultant to evaluate the effectiveness of the Association's public involvement efforts and to make recommendations for improvements. The consultant evaluation is expected to be completed by the middle of the 2002-2003 fiscal year.

FINDING

3. Cooperation and Coordination

Cooperation and Coordination. On the issues of cooperation and coordination, SCAG should improve descriptions of the complex and evolving organizational roles and responsibilities in the area for planning and programming. The roles of SCAG, the County Commissions, the subregions, the Air Quality Management Districts, and public transit operators must become more transparent to improve understanding of the process and encourage a greater level of involvement by the public and stakeholders. Descriptions might be provided in the RTP, a separate document, or in a prospectus to the OWP. The team also suggests SCAG develop a simple, easy to follow citizen's guide on how, where, when, and which agencies to provide input to during various phases of the planning process.

SCAG Response

SCAG will continue to expand the description of the roles and relationships of SCAG, the county transportation commissions, the subregions, the air districts and transit operators in both the OWP Prospectus and the 2004 RTP. SCAG's website provides a listing and schedule of key dates, times and meeting places relative to SCAG planning and policy development processes.

FINDING

4. Performance Indicators

The use of Performance Indicators which has been continued from the previous RTP deployment has been effective in providing broad measures to focus the RTP discussions.

SCAG Response

SCAG's transportation performance measure evaluation process is an integral part of the transportation policy development process. The performance measure evaluations of the 2001 RTP will serve as an important building block in determining approaches and strategies in the 2004 RTP with particular attention on the growth visioning process.

In the 2004 RTP Update cycle, we intend to further refine some of the criterion and methodologies that were not fully evaluated in the last Plan due to a combination of lack of time and consensus on some of the key performance issues. Furthermore, we also will seek to formalize the application of performance criteria by developing a uniform guideline to ensure consistent and continuous application of the performance criteria and principles at a project, corridor or sub-area, and regional level.

FINDING

5. Monitoring the Plan

The team suggests that SCAG develop the means to routinely monitor the effectiveness of the RTP, rather than waiting until the next major update. This will permit timely evaluation of the results of major new strategies, including adjustments to rates and distribution of growth, transit restructuring, and decentralization of airports. More specifically, we suggest SCAG develop a means of assessing how the key transportation modes are performing based on the share of resources devoted to that mode.

SCAG Response

SCAG is enhancing its Regional Transportation Project Information Tracking System (TRANTRAK) to routinely monitor the effectiveness of the RTP. TRANTRAK is currently used to process the projects in the Regional Transportation Improvement Program (RTIP). Using TRANTRAK, SCAG tracks transportation projects in the region for consistency with the Regional Transportation Plan (RTP). The enhanced system will enable staff to include RTP projects to monitor the effectiveness of the Plan.

FINDING

6. Transportation Improvement Program

During the last certification SCAG was in the process of developing an electronic database that would have provided the opportunity to view projects, and track projects electronically. It is suggested that SCAG redirects efforts on the TIP database to participate in the Caltrans CTIPS database.

Corrective Action There continues to be a need to list the major projects that have been implemented or delayed from the previous TIP as required by the metropolitan rule 23 CFR 450.324 (m) (2)).

A distinct public involvement process should be in effect for the development of the Regional Transportation Improvement Program. Equally important is the need to educate the public on the process that leads to the development of the RTIP, particularly the relationship to County Transportation Improvement Programs (CTIPs). Essentially, it is

important to make sure that the public involvement process for the RTIP is evident whether it is/or not part of the County TIP development process.

SCAG Response

SCAG has successfully uploaded the 2001 RTIP projects from TRANTRAK, SCAG's database, to CITIPs, Caltrans database. SCAG is in the process of uploading to CITIPs data on the 2001 RTIP Amendments.

SCAG has encountered delays in processing the contract to continue the development of TRANTRAK to allow for a more efficient transfer of information between the transportation commissions, SCAG, and Caltrans.

Public Involvement Process for the RTIP – SCAG is working with a consultant to conduct one public hearing in each county and an additional regional public hearing at SCAG. SCAG will disseminate information about the 2002 RTIP through local newspapers, SCAG's web site, and other appropriate media. SCAG will produce public service announcements (PSAs) for distribution to local and regional media to encourage public participation in the discussion of transportation projects proposed for the region.

In order to ensure timely implementation of the 2001 RTP, SCAG will be developing an implementation strategy. The implementation strategy will outline steps, processes, and schedule that must be adhered for the projects and policies to be ultimately implemented. In addition, implementation strategy will outline mechanisms to track the progress of projects, processes and the overall goals, objectives and policies outlined in the Plan.

FINDING

7. Congestion Management System

Since the SCAG CMS is a compilation of the Counties' CMSs that were created under state requirements, it is suggested that a description of the process for coordination be provided within the SCAG CMS report. There needs to be clarification and better communication of this process and how it dovetails with the County Commissions congestion management process. Also, a discussion of how the projects are brought from the County Commission process into the TIP is warranted. FHWA is performing a statewide review of the Congestion Management System (CMS). As part of this review, SCAG may be asked to provide additional in depth information on its CMS process. Specific recommendations concerning the implementation of the SCAG area congestion management system may result from that review.

SCAG Response

SCAG's Congestion Management System (CMS) is comprised of the Regional Transportation Plan (RTP), the five counties Congestion Management Programs (CMPs), and the Regional

Transportation Improvement Program (RTIP). There is coordination between SCAG and the counties 1) at the RTP development, 2) at the CMP development, and 3) at the RTIP development. In addition, an Inter-county Congestion Management Group meets at least once a year, and SCAG convenes any additional meetings if needed.

The counties' CMPs must be consistent with the RTP's planning assumptions and modeling method. SCAG staff ensures there is consistency between the policies, programs, and projects listed in the RTP and the CMPs. The CMPs are revised every two years, the RTP is revised every three years. Policies, programs, and projects are short term in the CMPs and long term in the RTP. Both the CMPs and the RTP rely on the TIP to implement the related projects.

Under state law, the RTIP must be used as a tool for implementing most of the CMPs projects and programs. Generally, all regionally significant projects and many minor projects (100% locally funded) are listed in SCAG's RTIP, and those projects subject to modeling are incorporated into SCAG's Regional Transportation Model.

8. Air Quality Conformity

FINDING

- 8(1) FTA and FHWA have determined that SCAG has fully met the requirements of section 93.122 of the Transportation Conformity Rule. SCAG and the South Coast Air Quality Management District should develop a consistent methodology for assessing PM10 related to transportation construction activities for both the 2001 Air Quality Management Plan update and subsequent conformity analyses.

SCAG Response

All air agencies in the SCAG region, including the South Coast Air Quality Management District (SCAQMD), have worked with SCAG to address the construction related PM10 emissions through the area sources for the respective PM10 State Implementation Plans (SIPs). The submitted PM10 SIPs to the Environmental Protection Agency (EPA) are testimony to this cooperation.

FINDING

- 8(2) - SCAG in partnership with the South Coast Air Quality Management District should include in the SCAG 2002 Overall Work Program, a feasibility study of potential new technologies or improvement to existing technologies from the transportation sector in the South Coast Air Basin that would achieve some portion of the emissions reductions needed to meet the requirements of section 182(e)(5) of the Clean Air Act ("black box").

SCAG Response

SCAG will continue its work and coordination with all air agencies in the region and with the California Air Resources Board (CARB) through all related SIPs and air quality management plans (AQMPs), and to support CARB in its development of potential new technologies to achieve emission reductions needed to meet the relevant “black box” section of the Clean Air Plan.

FINDING

8(3) - FTA and FHWA have determined that SCAG fully met the interagency consultation requirements of the Transportation Conformity Rule. The interagency consultation process related to the SCAG 2001 Regional Transportation Plan however proved to be a difficult endeavor that presented some unique challenges. One of the problems is that the U.S. Environmental Protection Agency should be devoting more resources and providing clearer direction in SCAG’s interagency consultation process.

SCAG Response

SCAG concurs with the federal agencies’ assessment, and acknowledges the need for improvement in the interagency consultation process, which requires a shared effort by all involved parties, including the federal agencies.

FINDING

8(4) SCAG’s Conformity Working Group should be evaluated to determine if it can be enhanced to address the effectiveness of the process.

SCAG Response

SCAG’s Transportation Conformity Working Group has been in place for more than eleven years. Its chairmanship rotates annually between the county transportation commissions in the SCAG region. In addition to its core membership, it has been open to public and any special group. The Working Group agenda is set by the members.

FINDING

8(5) FTA and FHWA have determined that SCAG has fully met the modeling requirements of section 93.122 of the Transportation Conformity Rule. FTA and FHWA request SCAG to assist with a modeling peer review to formulate improvements to SCAG’s modeling practice and documentation. The FHWA will cover the cost of all expenses related to the involvement of the modeling peers and their review.

SCAG Response

SCAG's Modeling Task Force was established about 15 years ago and SCAG's current Regional Travel Demand Model was developed based on the 1990 Census Survey and the 1991 Origin-Destination Travel Survey. There have been many changes over the last ten years such as the introduction of Metrolink service, Metro Red Line, Blue line, Green Line, Rapid bus, High Occupancy Vehicle (HOV) lanes, tele-commuting, cell phones, and rideshare programs which have impacted travel patterns and travel behaviors. In conjunction with the 2000 Census Survey, SCAG is working with the County Transportation Commissions (CTCs) to conduct year 2001 Origin-Destination Travel Survey, Cordon Station survey and Heavy-Duty Truck counts for the purpose of improving the current Regional Travel Demand Model.

SCAG's Modeling Peer Review Committee includes many agencies, including the Federal Highway Administration providing an opportunity for continuing external involvement in the regional model improvement process.

FINDING

8(6) FTA and FHWA strongly support efforts to ensure that any transportation control measures in a state implementation plan are distinct, well-defined, and can be implemented according to schedule. FTA and FHWA also strongly encourage that State and local agencies clearly identify the emission reduction benefits of transportation control measures, and to credit such benefits toward the attainment demonstrations. In this regard, we request that SCAG work closely with the appropriate air quality agencies to ensure that transportation control measures proposed for state implementation plans meet these objectives, and that any existing approved transportation control measures be evaluated to refine them to meet these objectives.

SCAG Response

The current transportation control measure (TCM) strategies included in the applicable and submitted SIPs, particularly for the South Coast Air Basin (SCAB), were based on a lengthy process with input from many stakeholders including the federal agencies. SCAG has worked to ensure that all TCM strategies considered as options in a SIP are appropriately defined and, once they become part of the approved TIP, they are implemented.

FINDING

9. Freight

The freight perspective is being successfully integrated at important stages in the transportation planning process. SCAG is commended for ensuring active participation by the freight industry and other stakeholders in the standing Goods Management Advisory Committee and the Truck Lane Task Force, which, have resulted in

substantive consideration of goods movement considerations in the planning process and identification of important new freight projects.

SCAG Response

Commendation. No response required.

FINDING

10. Fiscal Constraint

SCAG should further refine how it communicates its approach to innovative finance as part of financial planning and fiscal constraint. The approach should provide complete descriptions of innovative funding sources, including degree of likelihood, and how costs are estimated. Specifically, it is suggested that SCAG provide more detail on a) the structure of the counties' and state information on costs and forecast, b) the use of the revenue model, and c) how the new funding sources fit into the structure of their financial plans.

SCAG Response

The Final 2001 Regional Transportation Plan and Technical Appendices provide extensive discussion of the SCAG region's financial plan including a detailed delineation of all the revenue sources assumed to support proposed transportation investments. The financial plan is an integral part of the 2001 RTP, identifying all the resources necessary for maintaining the existing transportation system and investing in new projects.

SCAG's financial plan is based upon the revenue and cost models developed in cooperation with local county transportation commissions, the subregions, Caltrans, and other stakeholders. Financial data reflecting historical and current levels of transportation expenditures and revenues were collected from various county and state agencies. Future trends were extrapolated in consultation with appropriate agencies.

After a detailed review of the region's existing resources and transportation needs, SCAG recognized that the region would require a new funding strategy in order to support some of the transportation projects identified in the RTP. Accordingly, SCAG devised a set of assumptions to maintain particular revenue streams that the region could potentially lose in the years to come.

Further, a legislative action plan was developed to fully address some of these assumptions. To date, SCAG has supported the introduction of ACR32 – requesting that the California Transportation Commission, in consultation with Caltrans and regional planning agencies, prepare a study focusing on declining transportation revenues and remedies to address funding shortfalls. This measure recently passed. Also, SCAG supported the introduction of ACA 9 – proposing the dedication of the state sales tax on gasoline for transportation projects.

MEMO

This measure was placed on the March 5, 2002 ballot as Proposition 42, and was approved by the voters.

Nevertheless, SCAG recognizes the importance of further evaluating the region's financial plan and in turn, developing a more comprehensive implementation strategy. Accordingly, the future RTP update process will entail a continued assessment and discussion of the region's financial plan and implementation strategy.

FINDING

11. Title VI and Environmental Justice

The Federal team commends the strides SCAG has made in addressing Title VI compliance and Environmental Justice as part of its planning process. We encourage SCAG to continue its efforts to develop and incorporate environmental justice measures into the process, and to further examine disparate conditions that may be identified as appropriate.

SCAG Response

SCAG is continuing its role as a regional leader in assuring the environmental justice measures are incorporated into the planning process.

FINDING

G. Transportation agencies need to consult with Tribal Governments—in addition to the need to include Native Americans in public participation. Establishing and maintaining Government-to-Government relations with Federally-recognized Tribal Governments is separate from, and precedes, the public participation process.

SCAG Response

SCAG's activities to ensure that tribal concerns have been addressed where there are Native American Tribal Governments within the SCAG boundaries are described below.

As a voting member of the Imperial Valley Association of Governments (IVAG) Technical Advisory Committee, the Quechan Indian Tribe participated in developing the 1997 IVAG 20-Year Transportation Plan for Imperial County. Except for minor updates, this plan remains as the policy document for transportation planning and a part of the 2001 RTP.

The San Bernardino Associated Governments (SANBAG) public outreach efforts to Indian tribes includes a target mailing to all tribal organizations in San Bernardino County. In addition, SANBAG publishes a monthly newsletter to inform the general public, including Indian tribes of transportation planning issues and processes within the county.

In the County of Coachella Valley, the Coachella Valley Association of Governments made a specific presentation of the 2001 Regional Transportation Plan to the Torres Martinez Indian

MEMO

Tribe during their Empowerment Zone meeting at their Tribal headquarters. In addition, there are three tribes as voting members of the CVAG governing board: Agua Caliente Band of Cahuilla Indians, Cabazon Band of Mission Indians and the Torres Martinez Desert Cahuilla Indians.

Fiscal Impact Analysis

SCAG's Fiscal Year 2001-2002 and proposed Fiscal Year 2002-2003 Overall Work Programs include the budget to implement the actions and work products described in the SCAG response to the Certification findings and recommendations.

MEMO

DATE: May 17, 2002

TO: Transportation & Communications Committee

FROM: Sylvia Patsaouras, Manager, Performance Assessment & Implementation

RE: Draft 2002 Regional Transportation Improvement Program

RECOMMENDED ACTION: Information Only.

SUMMARY: The Draft 2002 Regional Transportation Improvement Program (RTIP) is scheduled for release on June 17, 2002, for a 30-day public review and comment period. The Regional Council is scheduled to adopt the Final 2002 RTIP on August 1st. The 2002 RTIP will implement projects identified in the 2001 Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. The RTIP is updated every two years, adopted by SCAG's Regional Council, and forwarded to the appropriate state and federal agencies for review and approval.

BACKGROUND: The Draft 2002 RTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The Draft 2002 RTIP is a compilation of projects funded by state, federal, and local funds. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, and other projects. The total projects in the six-year 2002 RTIP (2002/03 – 2007/08) total \$24.7 billion.

The Draft 2002 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects from among submittals by cities and local agencies. The Transportation Commissions forwarded to SCAG their locally prioritized list of projects. SCAG staff has been analyzing these projects for consistency with the 2001 Regional Transportation Plan, inter-county connectivity, financial constraint, and conformity satisfaction. Staff will ensure the Draft 2002 RTIP demonstrates the timely implementation of Transportation Control Measures as applicable.

The Draft 2002 RTIP will be released for a 30-day public review and comment period on June 17, 2002. There will be a public hearing in each of the six counties in the SCAG region, and an additional public hearing at SCAG on July 16. Copies of the Draft documents will be available at 48 public libraries throughout the region and on SCAG's web page. The Draft documents released for public review consist of a Draft Executive Summary, a Draft List of Projects, and a Draft Technical Appendix. SCAG will provide responses to all written comments received, and a summary of the comments and responses will be included in the Final Technical Appendix.

FISCAL IMPACT: The staff resources necessary for developing the 2002 RTIP are included in the Fiscal Year 2001/02 SCAG budget.

DOCS #69950